

VESSEL OWNERS ENCOURAGED.

Ice Imprisoned Craft May Make Another Dash for Gulf Today.

Gresham Sailed Last Night. Some Believe Gulf Ice Has Come.

Off to the relief of the ice-imprisoned crafts at Newfoundland, the Revenue Cutter Gresham left her anchorage off Rowe's wharf, Boston harbor, last evening, for the Bay of Islands. Advices from the latter place this morning, were of an encouraging nature.

Yesterday a request was made by Capt. Samuel B. Winram for a man to accompany him and Capt. McInnis, one of the best known skippers out of this port, a man thoroughly acquainted with the Newfoundland coast and conditions was secured, and he left here at 5 o'clock last evening for Boston to join the cutter.

Preparations on the Gresham.

All yesterday the Gresham's powerful launch shuttled between the anchorage off Rowe's wharf and the foot of State street with boats in tow containing provisions sufficient for 20 days. The last boatload was received after 6 o'clock, and orders were issued by Capt. Winram for the ship to leave at 9 o'clock.

During the day 200 tons of coal were placed in the Gresham's bunkers from a lighter, and tugs replenished water tanks.

Vessel Owners Encouraged.

Advices of a most encouraging nature were received this morning from Hot Point, Bay of Islands. In a despatch to Fred L. Davis from Capt. Norman Ross, the latter says that the coast was swept by a heavy east wind yesterday and the ice started to move off shore, and when it moderated, probably today, the imprisoned vessels would again make an attempt to get away. During the blow, the sch. Veda M. McKown carried away two anchors and chains, the despatch says.

A good easterly is just what the owners and captains are hoping for, and once the ice commences to move, sufficient to allow the crafts a passage out, no time will be lost in dashing for the open.

A telegram from Capt. Archie Devine who went to the Bay of Islands to superintend the loading of his vessels, reports that 18 vessels sailed from Bay of Islands Sunday last, all of which were obliged to return to Lark Harbor, as they were unable to get clear of the ice which blocked the entrance to the bay. The vessels, however, are safe in that harbor and there is no suffering among the crews.

According to telegraphic despatches from the Newfoundland coast, rising temperature was reported. At Cape Ray and Port aux Basques, the thermometer registered 34, at the Bay of Islands 20, and to the northward of Bonne Bay, 14.

Some Think It the Gulf Ice.

From information received from the Bay of Islands, the ice field extends along shore a long distance, of a breadth of two to three miles. Some are inclined to believe that the ice is that which makes along the shore, and will be blown off to sea. Those less optimistic over the situation, who have followed the Newfoundland herring fishery for years, and have weathered all sorts of gales and had experience with the treacherous ice, have no hesitancy in expressing their belief that the ice is from the Gulf and has been blown across from Anticosti, and the Labrador coast. They are not saying much, but are pessimistic in their

views about the crafts being released. All admit, however, that a good easterly just about this time would be of tremendous relief to the situation, thus allowing the vessels an opportunity to dash for clear water.

There has been some talk among the owners about securing a sealing steamer at St. John's, N. F., and sending her to the coast to break a channel through the ice. One of these steamers could reach the scene in a day's time, and from their build and equipment would be of excellent service in breaking through the ice.

Treasury Department Acted Promptly.

The promptness with which the treasury department has acted in sending relief to the crafts and fishermen is deeply appreciated by the owners and captains alike. As soon as the serious situation became known, telegrams were flashed to Senators Lodge and Crane, and Congressman Gardner at Washington, asking for assistance by the local owners, the Gloucester Mutual Fishing Insurance Company and Collector Jordan. Within a short time after the receipt of these despatches, orders were on their way to the commanders of the Gresham and Androscoggin to proceed immediately to Newfoundland and render such relief as was in their power.

To Collector Jordan is due much credit for his interest and effort to secure assistance. Co-operating with the vessel owners, Mr. Jordan was among the first to wire the treasury department about the seriousness of the situation. He has been in touch with Washington all the time, advising the department about affairs, and has rendered most valuable service, which, needless to say, has been thankfully received by owners and men.

Yesterday the treasury department granted a telegraphic request of Collector Jordan for certain captains to voyage on the revenue cutter Gresham to the Bay of Islands, where the schooners are ice-bound.

The department had been advised that the Androscoggin sailed at 6.30 o'clock yesterday morning, but that the Gresham would sail late evening, and, being a faster boat, would overtake the Androscoggin today.

The Ice in the Straits.

The Reid Nfld. Co. at St. John's, N. F., received the following message from Capt. Knee of the Ss. Clyde, at Seldom January 6:

"Left this morning at 6; ran into ice two miles from Burnt Point; got out to Cape Fogo; can see no water south; no possibility of getting south without westerly wind; slob very heavy; slob also on Strait Shore yesterday; blowing gale E. N. E."

This gives an idea of the ice conditions in the Straits of Belle Isle.

Latest News Not Very Encouraging.

A special despatch this afternoon by Benjamin A. Smith states that at Bay of Islands this noon the wind was very light from the southeast, the glass high and the fleet at Lark Harbor and Woods Island were going to try to get out today. From Birch Cove, from where the message was sent it looked as though there was a chance for them to be successful, but another dispatch received a few minutes later by Mr. Smith, from Cow Head, a few miles north of Bonne Bay, was not so encouraging. There this noon the glass was 8 above zero, the wind northwest and the ice again closing in on the shore.

HAS USE FOR ALL COMING IN

NO STRAIN FOR T WHARF DEALERS TO HANDLE TODAY'S RECEIPTS.

Four off shores and three shore crafts constitute the arrivals at T wharf this morning, aggregating 200,000 pounds in all.

Sch. Onate has the largest fare, hailing for 53,000 pounds. Sch. Eugenia has 31,000 pounds, Sch. Esperanto, 40,000 pounds, and the steam trawler Spray, 50,000 pounds.

Haddock brought from \$3.25 to \$3.50 a hundred, large cod, \$5 to \$7 and markets, \$2.50 to \$5.

Boston Arrivals.

The receipts and prices in detail are: Str. Surf, 50,000 haddock, 800 cod. Sch. Eugenia, 20,000 haddock, 11,000 cod, 8000 cusk. Sch. Onate, 45,000 haddock, 8000 cod. Sch. Esperanto, 36,000 haddock, 4000 cod. Sch. Robert and Arthur, 12,000 haddock, 5000 cod. Sch. Lillian, 2000 cod. Sch. Massasoit, 1600 cod. Haddock, \$3.25 to \$3.50 per cwt.; large cod, \$5 to \$7; market cod, \$2.50 to \$5.

CANADIAN FISH CATCH.

For Year Ending March 31, 1911, it Was Valued at \$30,000,000.

The market value of all kinds of fish and fish products taken by Canadian fishermen during the fiscal year ending March 31, 1911, was \$29,995,433. According to the report tabled in the house at Ottawa the year's catch was thus more valuable than the catch of any previous year. To the total the sea fisheries contributed \$26,122,596 and the inland fisheries \$3,842,837.

Nova Scotia leads the provinces in the value of the output of its fisheries. The value of the year's catch in that province was \$10,119,243, or \$2,038,131 more than in the preceding year. In the fishing industry itself 68,610 men were employed, and in the allied industries 24,978. In all \$19,019,870 was invested in the fishing industry in Canada in 1910-11.

The expenditure in connection with the fisheries was \$760,734, of which \$220,000 was spent for fish breeding and \$159,166 in bounties. In Nova Scotia \$96,468 was expended in bounties.

The total revenue from license fines, and licenses taken out by United States fishermen was \$100,875.

THINK THEY VOTED WRONG.

Yarmouth Herald Chides Fishermen Who Voted Liberal Ticket.

Fishermen throughout the Dominion, says the Yarmouth Herald, will have great cause for congratulation that they voted at the last election against their own interests. It adds: "During the week the duty on trap twine, which under the Liberal regime had been free of duty, is now taxed 25% per cent. by the new government, making this important article just five cents a pound higher than before. This no doubt, will be duly appreciated by those fishermen of Shelburne-Queens, Digby and Lunenburg, who so gloriously fought for and elected supporters of the Tory party, and is but a beginning of the 'benefits' to be enjoyed by them for voting against reciprocity and the Liberal government."

CARGO WILL BE SAVED.

Hull of Wrecked Sch. John Harvey Well Up On Beach.

The latest report from the wrecked sch. John Harvey at Louisburg, C. B., states that the hull has been driven up well on the beach at Winding Point and the cargo under deck has been practically all saved. The vessel can be boarded at low tide without any difficulty, but during half and full tides the sea is very rough, and the vessel is slowly breaking up. Capt. Curling and the other survivors are still at Gabarus.

The Harvey brought a cargo of salt cod here from Newfoundland and was returning home when she was wrecked.

USUAL WINTER QUIETNESS.

ARRIVALS CONTINUE TO COME ALONG SLOWLY AT THIS PORT.

Only one arrival was reported here today, sch. Tattler from the Bay of Islands bringing 1300 barrels of salt, 76 barrels of pickled, 200,000 pounds of frozen herring and 40,000 pounds of salt cod for the Gorton-Pew Fisheries Company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Tattler, Bay of Islands, Bonne Bay, N. F., 1300 bbls. salt herring, 76 bbls. pickled herring, 200,000 bbls. frozen herring, 40,000 lbs. salt cod.

Steamer Nomad, gill netting, 2500 lbs. fresh fish.

Steamer Enterprise, gill netting, 4000 lbs. fresh fish.

Steamer F. S. Willard, gill netting, 3500 lbs. fresh fish.

Steamer Venture, gill netting, 3000 lbs. fresh fish.

Steamer Mindora, gill netting, 1500 lbs. fresh fish.

Steamer Margaret D., gill netting, 5800 lbs. fresh fish.

Steamer Eagle, gill netting, 1200 lbs. fresh fish.

Steamer Bethulia, gill netting.

Steamer Rebecca, shore.

Sch. Belbina P. Domingoes, shore.

Sch. Elva L. Spurling, haddocking.

Sch. Mary DeCosa, shore.

Sch. Jorgina, shore.

Vessels Sailed.

Sch. Claudia, Georges.

Sch. Pauline, Georges.

Sch. Lizzie M. Stanley, haddocking.

Sch. Elva L. Spurling, haddocking.

Sch. Morning Star, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for medium and \$3 for snappers.

Handline Georges codfish, large, \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large, \$5.50, medium, \$4.75.

Haddock, \$1.75.

Pollock, \$1.75.

Cusk, large, \$2.50, medium, \$2; snappers, \$1.50.

Hake, \$1.87 1-2.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt., medium, \$2.10 per cwt.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk, 60c.

Hake, \$1.45.

Dressed pollock, 90c; round 80c.

Bank halibut, 19 1-2c per lb., for white and 13c for gray.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Frozen squid, \$2.50 per bbl.

Gloucester's Sad Record.

The Gloucester fishing fleet of the past year has had a hard record of lives sacrificed as compared with the previous year, when only one vessel and 25 were lost. Five vessels, two boats and 62 lives, leaving 22 widows and over 40 fatherless children in the record of the past year. The record is made vivid to our readers when it is shown that of the 62 lives lost, 34 were relatives of Nova Scotia. This is a sad record, and will be long remembered by the large number of mourning wives and children and relatives in their Nova Scotia homes.—Coast Guard.

ESTIMATES FOR THE YEAR

COUNTY COMMISSIONERS PRESENT AMOUNT OF MONEY REQUIRED TO LEGISLATURE.

The Essex county commissioners have completed their estimates to present to the legislature of the amount of money received for the conduct of the business of the county for the year 1912.

They estimate that the gross amount required will be \$637,350.03; less cash on hand and expected income, \$80,350.03; amount to be raised by taxation, \$557,000.00; the amount raised by taxation last year was \$554,500.00; increased amount this year, \$2500.00.

The tax rate for this year will remain practically the same as last year—1.37 plus.

Items Showing Increase.

The items showing increases are: Pensions, \$450; salaries fixed by law, \$500—due largely to increased compensation of registers of deeds in both the northern and southern districts by reason of increase of business in the registries—the compensation being automatically regulated once in five years by the volume of business; clerical assistance in county offices, \$5500—due to extra clerk hire largely in the indexing of registry records; district and police courts \$4000—due to the appointment of probation officers for juveniles in Lawrence and Lynn and cost of fire proofing vaults. Civil expenses of upper courts \$7000—due to more sittings of courts, there being 16 weeks added this year in this county; trial justices, \$1000—due to the commissioner of public records requiring fire proof storage for records; travel—special and county commissioners, \$250, and repairs and furnishing county buildings, \$5000—the reason given for these last two increases being that they were insufficient before.

Decrease of the Year.

The decreases this year from last year are: Reduction of county debt and interest, \$35,300; cost of criminal courts, \$4000, which is the more significant when it is remembered that District Attorney Atwill last year made a decided reduction in the cost of criminal courts over the last year of his predecessor in office. Highways and bridges \$500; law libraries \$2000, which, however, is more a matter of book-keeping than an actual saving, as it is simply carrying out the law and allowing fees to go here which for some years have been treated as income and a larger appropriation made; miscellaneous is cut \$300. The other items on the list remain the same as last year.

THEY ALL BARELY ESCAPED DEATH.

Reports received at Cushing, N. F., from various points along the west coast of Newfoundland show that the blizzard which raged all last week caused the loss of two Newfoundland fishing schooners in addition to schs. William E. Morrissey and the Helen G. Wells of this port. Besides these four large craft, several big power fishing boats were also destroyed.

Details of the wreck of the Morrissey received by wireless from Point Rich yesterday far up the west coast of Newfoundland, indicate the hurricane which swept the coast last week was as heavy a blow as has ever been known along the shore. The Morrissey, which was at Bonne Bay, set sail for Bay of Islands, 30 miles south. Hardly had the schooner left before she ran into a southeast hurricane and snowstorm of such force nothing could stand before it. The mercury hovered about the zero mark. Finally near Belburns, 90 miles to the northward of Bonne Bay, the Morrissey was driven into the ice, which piled her up on the shore, a total wreck. The crew escaped with great difficulty and Capt. Charlie Daley and his mate narrowly escaped death. The men are being cared for by the natives.

TATTLER HAD HARD TRIP HOME.

Sch. Tattler, Capt. John Bolong, which arrived yesterday from Bonne Bay, had a hard 15 days' passage. Capt. Bolong, who said on his arrival, that after getting clear of the head lands of Bonne Bay, storms of the greatest violence from all points of the compass prevailed, accompanied by extreme cold, so that the vessel became iced up so badly that at times she was unmanageable.

The crew, day and night, were pounding ice to keep her afloat, and all were more or less frostbitten. It was quite a relief when they rounded the Cape Breton coast.

From Scatterie to Gloucester, which took 10 days, nothing but northwest gales, increasing at times to hurricane force, with blinding snow, were met with. The cold was so intense and the vessel iced up so badly that the crew could not free her, and in order to keep from foundering they had to run her near the gulf stream into warmer water.

The vessel was off here two days, battling against a heavy northwest wind, so when she arrived yesterday the craft resembled an iceberg, for the hull and rigging was incased in ice from three to 12 inches thick.

The Tattler is the largest, as well as one of the best fitted, vessels sailing out of this port. She brought the most valuable cargo of fish ever received at this port from Bonne Bay, consisting of 1300 barrels of salt bulk herring, 80 barrels of pickled herring, 200,000 pounds of frozen herring, 40,000 pounds of salt cod and 50 casks of cod oil.

SAILED ON HER MAIDEN TRIP.

The new sch. Frances S. Grueby, built at this port and fitted for the market fishery, sailed on her maiden trip yesterday afternoon in command of Capt. Enos Nickerson.

The new schooner which is one of the very latest models, made a fine appearance as she left port, and Capt. Nickerson has every reason to feel proud of the craft. Capt. Nickerson's record in schs. Seaconnet and Pontiac as one of the high liners of the fleet, is well known, and his many friends wish him good luck and continued prosperity in his new vessel.

FLEET IS NOW OUT IN THE GULF

Seventeen Craft Made Dash from Bay of Islands Yesterday Afternoon.

Seven Crafts at Bonne Bay are Still Held In by the Ice.

News from the Bay of Islands received here last evening is of a more encouraging nature, and states that the entire fleet of 17 crafts that have been imprisoned inside the bay took advantage of the southeast wind that has driven the floating ice fields off coast, and started for home.

The situation at Bonne Bay, however, where seven of the fleet are iced, is not favorable. Advices from there state that the crafts are still hemmed in, and the only relief in sight is the arrival of a revenue cutter or some steam sailing craft that can force a channel through, and tow the vessels out into clear water. Could a steamer have reached there yesterday, the chances were still good that the entire fleet would have been able to have got underway, the despatches say.

No news had been received this morning concerning the crafts that left the Bay of Islands yesterday, and up to 5 o'clock last evening none had returned to the bay.

The fleet which left there comprised schs. Aloha, Veda M. McKown, Saladin, Alert, Arthur James, Miranda, Massachusetts, S. P. Willard, Constellation, Lottie G. Merchant, Theodore Roosevelt, Oregon, Arkona, John R. Bradley, Senator Gardner, Athlete, Essex, all from here, and the Elizabeth H., of Bucksport.

If they were fortunate enough to escape or push through the ice outside and were able to continue on their passage they will probably put in to Port aux Basques for harbor, and notify the owners of their safety. The weather was reported mild at the Bay of Islands yesterday with a light southeast wind.

At Bonne Bay are schs. Smuggler, Bohemia, Sylvania, T. M. Nicholson, Oriole, Gossip and the British sch. Strathcona.

Upon receiving the news of the departure of the crafts from the Bay of Islands last evening and conditions here, Collector Jordan took steps to get into communication with the cutters Gresham and Androscoggin, now speeding on their way to the relief of the ice bound fleet. It is figured that a wireless to Glace Bay, where a station is located, would reach the cutters, so that both could proceed to Bonne Bay, where immediate assistance is required, for the arrival of these crafts is the only hope of the fleet's getting out.

Capt. John Belong of sch. Tattler, who arrived here yesterday, from the Bay of Islands, expressed some doubts of the ability of the cutters to reach the vessel, in which event they would be obliged to remain until spring.

Capt. Kean of the steamer Home wired to St. John's last week from Bay of Islands that the straits along the Labrador are almost completely blocked with ice, Brig Bay and Flowers Cove report heavy ice all along the coast.

Boston Transcript Editorial.

The Boston Transcript of Tuesday evening printed the following editorial on the predicament of the ice-bound herring fleet:

"In the annual jousts between the Newfoundland winter and Gloucester skippers, the weather seems to have prevailed. But if the wires do their duty by us for the next fortnight we ashore shall have enacted for us one of those impromptu dramas of sea, storm and adventure which make the daily papers of a seaport town more absorbing than the wildest romance,

because we know, in the first place, that all this is "so" and in the second, we know, or know of, the actors.

"The Gloucester schooners which go up the western coast of Newfoundland are always coquetting with the ice, particularly if they wait until after New Year's. They are always shifting to evade it, and once, earlier this season, four of them had a close squeak at the upper end of Humber Arm and only got out with the help of the Newfoundland "Navy", the Fiona. It is not unusual for three or four to be taken prisoner by the rigors of this Northern winter, but a loss of two schooners (one at Table Point and one at Bay St. George) and the ice blockade of twenty-five others at Boone Bay and Bay of Islands is unexampled.

"The whole fleet was almost ready to sail; in fact, some did sail, two to be driven ashore and three to be forced back to escape destruction by the ice pack. The failure of the revenue cutters Gresham and Androscoggin to release these fleets might carry a diversity of consequences; the fishing industry of Gloucester would feel the loss of these combined cargoes, valued at \$75,000; the schooners would be unable to join in the spring fishing, since the west coast bays are seldom free of ice before the end of April, and unless these skippers are more conservative in the risks they take to elude ice packs it may mean that some of the vessels will never be seen again rounding Eastern Point at all.

"Meanwhile over the scowling headlands and stormy barrens of that sea-girt province howls the Arctic winter, snow lies thirty-five feet deep on its shaggy mountain sides and wide, lonely moors. The willy-waughts from the western range knocked a train from its rails at Little River and flattened the Anglican Church, "and there's not a day passes but there's a snow flurry up in them Arms," according to the testimony of the late Captain Tommy Bohlén.

"There is one item of the situation which ought to be cheering to Gloucester. On the revenue cutter Androscoggin, when she sails from Portland, will be two of the canniest skippers of the fishing fleet, Capt. Reuben Cameron and Capt. Joe Bonia. Joe Bonia has matched his wits with the Bond administration in the troublous days of the modus vivendi, and his wits (together with certain counsels from Gloucester) proved, on the whole, the equal of the Newfoundland Government. The northern winter is rather a tougher antagonist and we shall watch to see what these two doughty skippers and the revenue cutters make of it.

"How this whole episode affirms once more the work-a-day romance of our New England fishing fleet! They are not out for adventure, please notice; they are out for a living, and taking desperate chances to earn it, which makes the adventure all the more real and earnest. And with them off our coasts we seem to be living again in a legendary age, when men were stirred to high enterprise, or went on voyages from the elemental impulse to find out what lay behind those mysterious seas. If these fishing schooners are replaced by steam trawlers, we need look for nothing more like this. But in that day, if it come, when the schooners are no more, it will be a satisfaction, when their viking trips are recalled, to remember that we looked on at some of these exploits and appreciated them at the time for what they were.

Jan. 17.

Pensacola Report.

Sch. Sheffield of the E. E. Saunders Fish and Ice Company, of Pensacola, arrived last Thursday and reported a catch of 20,000 pounds of snappers and 5,000 pounds of groupers.

All Done at Louisburg.

The winter fishing at Louisburg, N. S., is about closed and mostly all the boats have been hauled up.

Jan. 17.

Notice to Mariners.

The lighthouse inspector has notified shipping interests that Nix Mate gas and bell buoy No. 7 has been taken up on account of the ice and a spar buoy, similarly colored and numbered, has replaced it. The Misham Ledge gas and bell buoy has been taken up for the same reason and replaced by a spar, and the Yankee wreck gas buoy has been discontinued because of the ice. The masts of the wreck are standing and indicate the position.

Jan. 17.

Fishing Fleet Movements.

The schs. Benjamin A. Smith and Gladys and Nellie arrived at Liverpool Saturday last and cleared for fishing.